

PUBLIC LEDGER



SIXTH YEAR.

MAYSVILLE, KY., THURSDAY, SEPTEMBER 9, 1897.

ONE CENT.



Purely Business!

The columns of a newspaper represent a service. My publisher can afford to give advertising "options": free more than a dozen free gifts of dry goods or shoes. A newspaper is a legitimate business. All the expenses of its stock in trade, and advertising should be paid for, no matter in what part of the paper they appear.

A FEW WORDS ABOUT OUR

SHOES!

When we concluded to handle Men's and Youth's Shoe quality was the first consideration in our purchase. As ranks in merit all our various lines, so will the merit of our Shoe rank, too. Messrs. Smith & Stoughton, who made our Shoes for us, say to us, "Your \$2 and \$2 50 Men's Shoes excel all others at the price." They further say, "We made you a Shoe to retail \$3 that you can guarantee to wear equal to any \$4 Shoe made in the world. We warrant every pair of them. The above-mentioned lines

Are in and on Sale!

The balance of our stock, comprising many new novelties in different shades and finish, are all in make and will soon be in. It will pay you to wait for them if you can conveniently do so.

A word or two about our Fall stock of

Clothing!

Our entire lines are in. They represent the productions of the leading manufacturers of Tailor-made Clothing in the country.

There are no Novelties in the market, such as Plaids, Checks, Stripes and Colors, that are not represented in our stock.

We will take much pleasure to show them to you, whether you wish to buy or not. Favor us with your critical examination. See what we have. Be specific.

HECHINGER & CO.
THE LEADERS IN GOOD MERCHANDISE.

BEE HIVE.

Tam O'Shanter.

Just received, new invoice of above stylish head-gear for ladies and children, all the latest designs, ranging in price from

19c. to \$1.

New Plaid Ribbons.

New Roman Stripe Ribbons, the fad for neck and sashes.

Remnants.

We have marked all Remnants in every department at one-half to one-fourth regular prices. See them before the best is picked over.

Special--Stamped Linen.

Fifty dozen Stamped Linen Dollies, from six inches to twenty-four inches, at 1c., 2c., 5c., 10c., 12½c., 15c. and 20c. each. Actual value, 5c. to 35c.

Rosenau Bros. KINGS OF LOW PRICES.

MAYSVILLE WEATHER.

What We May Expect for the Next Twenty-four Hours.

THE LEDGER'S WEATHER SIGNALS.

White RAIN—FAIR;

Blue RAIN—SNOW;

Grey RAIN—WARMER

ETC.

Black's beneath—COLDEN'T'LL

be;

Unless Black's snowen—no change

we'll see.

The above forecasts are made for a period of thirty-six hours, ending at 6 o'clock

to-morrow evening.



If you have friends visiting you, or if you are going away on a visit, please drop us a note to that effect.

Mrs. June Pugh of West Second street is the guest of Mrs. J. A. Miller of Milledgeville.

Mrs. Lee S. Harris and children are at home after spending the summer at Atlanta City, N. J.

Miss Florence Wadsworth is at home from a pleasant visit to Miss Crockett of Sharpburg.

Mrs. George Schatzmann left this morning for Russellville, O., to visit her mother, who is very sick.

Miss Lula Hunter, after a visit to relatives in the county, has returned to her home at Milledgeville.

Miss Maggie Childs of East Third street has returned from a three weeks' visit to the Fells Fling of Ripley.

Miss Lucy A. Nicholson, after a pleasant visit to her sisters, Mrs. W. G. Giani and Mrs. Henry Held of Newport, has returned home.

Mrs. H. B. Taylor and daughter, Miss Jessie Clinton, of St. Louis have returned home after spending several weeks in this city and cut home.

Miss Lida Rogers, who has been one of a pleasant house party entertained by Miss Stephen at Walnut Hill, Cincinnati, has returned home.

Highest market price paid for Wheat and Rye at the Old Gold Flour Mills.

Forty pupils were enrolled at the opening of the Jersey Ridge School, taught by Mr. Clarence Martin.

John M. Heidemann, who married Miss Mary Blanchard of this city, died at Butler, Mo., recently.

You will find P. J. Murphy's stock of Gold Watches and Diamonds larger than elsewhere, his prices are always lower, quality is unsurpassed.

With these three advantages you do yourself an injustice if you fail to see his stock before buying.

The Salvation Army is in full blast at Electric Park, and Colonel Fremont's big canvas is daily and nightly filled with interested listeners. Rev. Reed is an earnest worker and a good speaker. He will preach tonight and Rev. John B. Worrall will preach tomorrow night.

The Board of Health met last evening to hear opinions of experts as to the effect of the Sixth Ward sewer on the water supply. It was the opinion of some that it would not affect the water of others, that it would. And so the layman is left to conclude that the more filth there is run into the river the purer the water becomes.

We will take much pleasure to show them to you, whether you wish to buy or not. Favor us with your critical examination. See what we have. Be specific.

The leaders in good merchandise.

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BOONE'S "BLACK DIAMOND."

TIES AND SPIKES.

It is confidently predicted that the Boone Plan of operating railways will be adopted by all the big roads in the country within less than five years.

General J. C. J. Williams and Colonel Albert E. Boone have just returned from a trip through Indiana in the interest of the Black Diamond System which is to unite with Indianapolis, the great railway center of Indiana, thence reaching Springfield, Ill. They report great enthusiasm along the route, and that the people of the great states of Indiana and Illinois are alive to the necessity of closer commercial relations with their brethren of the Southland.

ENTHUSIASTIC POSTMASTER.
DARBYVILLE, O., August 30th, 1897.
The Daily Editor Ledger—Dear Sir: I take pleasure in distributing your papers to the best interest of the Black Diamond Railway.

People are greatly interested in the Black Diamond Project, and it will be a pleasure for me to do all I can in the interest of the same. It will be the greatest railroad in the United States.

Yours very truly,

JAMES A. MILLER, Postmaster.

SOUTH CAROLINA MOVING.
The following letter from Hon. J. L. Tribble, of Trbble & Prince, Attorneys at Law, shows how deeply the people of South Carolina are interested in Colonel Boone's Black Diamond System.

ANDERSON, S. C., Aug. 14th, 1897.
My Dear Colleague:—I am greatly obliged for your Mayville Public Letter, giving information about your Railroad.

You must pardon me for one criticism of the picture. The artist made the engine a wood burner; it ought to have been a modern coal burner of the latest and improved design.

I am sending copies of paper among my friends who will back me in giving you my hearty endorsement to come on this side of the mountains. With best wishes for your success, I am, yours truly,

J. L. TRIBBLE.

ALL ARE TALKING ABOUT IT.
Knoxville Post, August 26th, 1897.

Scarcely a weekly exchange has come to The Post since the Black Diamond mass meeting at the Courthouse Thursday evening, at which such strong resolutions were passed, which has not had something to say in behalf of the railroad enterprise.

Those some of the exchanges are a hundred miles or more of the line the Editors know they will feel indirect benefits from the construction of this line, and being a grand trunk line, they recognize the possibilities, even probabilities, of arms extending out in every direction. They recognize that the construction of such a road as proposed will lead to other constructions, and therefore that all will be beneficiaries.

It is gratifying to see the interest taken by those so remote from the main line, and the interest should serve to redouble the interest of those on the lines.

Colonel Boone's plan of operating the Black Diamond System must command itself to every thoughtful person. Practically, he forms a partnership with the people along his lines; he gives all the advantages to local patrons, both passenger and freight, and pays but little attention to "through" business. This avoids the necessity of entering into a "pooling" arrangement and division of earnings with other lines. If any one thinks this plan cannot be made successful, reference is made to the New York Central Railway, where a similar system has been in operation for several years. The result there has been that there is an almost continuous city along the line of that railway from New York City to Buffalo, a distance of 690 miles. A few years must develop a similar condition along the lines of the Black Diamond from the Lakes to the Sea.

BLACK DIAMOND MILEAGE.
The different Divisions of the Black Diamond System make up a total of 1,397 miles, of which 690 will be double track from the start, as follows:

Double Track.	Miles.
From Vandyke, Ky., to the sea.....	600
Single Track.	
Length of single track to the Northwest—Vandyke to Louisville.....	65
New Albany to Springfield.....	250
Total mileage in the Northwest outlet....	315
Length of single track to the North at Indianapolis.....	100
Vandyke to Carrollton.....	110
Carrollton to Indianapolis.....	117
Total mileage in the Northern outlet....	237
Length of single track to the Northeast at Columbus, O.—	130
Stamford, Ky., to Dover.....	130
Dover, Ky., to Columbus, O.....	125
Total mileage in the Northeast outlet....	255
RECAPITULATION.	
Double track.....	600
Single track.	
Northern outlet.....	235
Northeast outlet.....	245
Grand total.....	1,397

BOONE'S BLACK DIAMOND!

SYSTEM OF RAILWAYS!

660 Miles Double Track and 737 Miles of Single Track, in all 1,397 Miles of Standard Gauge Railroad to be Operated Upon the Following Plan:

First—No through passenger trains to be run unless the line be double tracked. This will naturally force all the Black Diamond lines North, West and East of Vandyke, Ky., to be made double-track—approximately 600 miles, to be constructed for the start double track. Why? Because a single track road will never be able to handle the traffic offered when the three great arteries to Springfield, Ills., Indianapolis, Ind., and Columbus, O., are in operation.

Second—To encourage people to reside along the line of the Black Diamond Highways of Commerce, passenger rates for local residents to be fixed not to exceed the following fares: One way, two cents per mile; round trips, LIMITED, GOOD ONLY FOR ONE WEEK, one and three-fourths cents per mile; for others public the rates shall not exceed three cents per mile.

Third—An excursion train to be run over the same route the local passenger train covers at least once a month, upon which the fare will be one cent per mile. Train to be operated on the same lines as the local passenger train.

Fourth—All local freight rates in the "Southland" (*South of the Ohio river*) not to be in excess of two thirds of what like service was charged on April 3d, 1895, by the Southern Railway Company on its line in Tennessee between Bristol and Chattanooga. In the "Northland," (*North of the Ohio river*), the local freight rates shall not be in excess of five-sixths of what like service was charged July 1st, 1897, by the Pennsylvania Company, using the tariff sheet of the line between Madison and Indianapolis, Ind., for Indiana and Illinois, and for Ohio the tariff sheet between Columbus, O., and Pittsburgh, Pa.

Fifth—Through tariff rates for a like distance on the "Southland" lines of the Black Diamond shall not be in excess of one and two thirds of what the rate is between Chicago and Ohio river points. Through tariff rates on the "Northland" lines for coal and coke shall not be in excess of the tariff rates in vogue between Chicago and Ohio river points.

Sixth—The coal rates for Blount and Monroe counties, Tenn., from the mines of Southeastern Kentucky and East Tennessee and for all points South of Knox county, Tenn., shall not be in excess of the rate to Knoxville, plus twenty-five cents per ton. (Rate to Knoxville has been fixed by contract at sixty-five cents per ton for domestic coals and forty-five cents per ton for coals used for steam and heating purposes.)

Seventh—The coal rates to all points in North Carolina shall not be in excess of the rate to the mines to Knoxville, plus fifty cents per ton.

Eighth—The coal rates to all points South of the North Carolina state line shall not be in excess of the coal rates from the mines to Knoxville, plus eighty-five cents per ton.

Ninth—To encourage manufacturing along the Black Diamond Highways it shall be the policy of each of the Black Diamond lines to subscribe as a bonus a sum equal to one-tenth of the actual cost of any plant erected, consuming not less than one carload per day of raw material, (outside of cost of real estate.) The bonus so subscribed to be paid by the railway company by permitting the freight bills of such plant to be credited with an amount equal to not less than one-fifth of its freight bills, covered only by the corporation so subscribing, until the bonus is paid.

Tenth—No tickets to be on sale outside of the railway offices of the Black Diamond lines, thus avoiding the necessity of going into pool with other railway lines.

The ten articles of good faith that will be inaugurated by the Black Diamond corporations, and to insure the carrying out of same will be incorporated in every right of way taken, shall be adopted by each Board of Directors of railroads and stockholders before the marriage date. It will make every line of the Black Diamond Highways a paying investment to capitalists. Why? Because it insures constant use of its tracks to handle the great traffic in store for it. It will be a system of railroads that will not only give its best service to the people living along its lines, but work solely for their welfare and advancement in the commercial world.

Trusting I have made plain the future policy of the several Black Diamond corporations, whereby the entire section will be served by handling its freight and passenger traffic, and that such a policy will insure to make the people more contented and prosperous, I am, with respect,

Albert E. Boone

The Projector of the Black Diamond Railway System.

ZANESVILLE, OHIO, August 14th, 1897.

P. S.—For the guidance of the public in coming to a conclusion as to the ability of the Black Diamond Roads to maintain the above passenger rates, we state that the New York Central charges at its maximum a two-cent rate, which is the average for all passenger rates. The two-cent rate, now commutation rates for local travel, considerably less than one cent per mile, has resulted in making the New York Central the greatest and best local road in the United States. It runs from New York City via Albany to Buffalo, a distance of 450 miles.

It will further be the policy of the Black Diamond System that all Ministers of the Gospel, including their wives, residing within fifteen miles of any Black Diamond Corporation, shall be issued a free pass annually upon the written request of the trustees of their respective churches or parishes.

Preserve this paper, carefully digesting its contents occasionally, and watch the operations of

—Boone.—

Organized to build a (double track) line of railway from Vandyke, Ky., via Harrodsburg, Danville, or near Stanford, via Cumberland Falls, Ky., Knoxville, Tenn., Franklin, N. C., to the Tidewater, either at Port Royal, S. C., or Savannah, Ga., some 660 miles, with an extension of the main line (single track) North from Vandyke, Ky., via Shelbyville, New Castle, Carrollton, thence via Versailles, Ind., Rushville and Greenfield to Indianapolis, the capital of Indiana,---177 miles---with Northwest branch line (single track) from Vandyke, Ky., via Taylorsville, Shepherdsville, Louisville, thence via Paoli, Petersburg and Vincennes, Ind., to Springfield, the capital of Illinois,---315 miles---with one Northeast branch line (single track) from at or near Stanford (on main line) via Lancaster, Nicholasville, Lexington, Cynthiana, Mt. Olivet, Germantown, Dover, Ky., thence via Ripley, West Union, Bainbridge and Darbyville, O., to Columbus, the capital of the state of Ohio---245 miles.

To the end that all may be convinced and satisfied that this means the construction IN THE NEAR FUTURE of the above lines of railways, it is to be a movement of the people headed by one man who is master of his profession—the promotion and building of railways.

You are asked to assemble at the following places to hear that Prince of Railway Promoters,

Colonel ALBERT E. BOONE!

Of Zanesville, O., and his associates who will accompany him. They are

General J. C. J. WILLIAMS of Knoxville, Tenn., and Hon. **WILLIAM KIRKBY** of Toledo, O.,

Late Railroad Commissioner of Ohio, who is President of all the Black Diamond Corporations North of the State of Tennessee.

LIST OF APPOINTMENTS IN KENTUCKY:

Cynthiana, Monday, Sept. 13th, 1897, at 2 p. m. and 7:30 p. m.
Leesburg, Tuesday, September 14th, 1897, at 2 p. m.
Cynthiana, Tuesday, September 14th, 1897, at 7:30 p. m.
Claysville, Wednesday, September 15th, 1897, at 2 p. m.
Oddville, Wednesday, September 15th, 1897, at 7:30 p. m.
Lexington, Saturday, September 18th, 1897, at 7:30 p. m.
Nicholasville, Saturday, September 25th, 1897, at 7:30 p. m.
Lancaster, Monday, September 27th, 1897, at 7:30 p. m.

Stamford, Tuesday, September 28th, 1897, at 7:30 p. m.
Danville, Wednesday, September 29th, 1897, at 7:30 p. m.
Harrodsburg, Saturday, October 2d, 1897, at 7:30 p. m.
Shelbyville, Monday, October 4th, 1897, at 7:30 p. m.
Taylorsville, Tuesday, October 5th, 1897, at 7:30 p. m.
New Castle, Wednesday, October 6th, 1897, at 7:30 p. m.
Carrollton, Thursday, October 7th, 1897, at 7:30 p. m.

AFTER READING AND MAKING A NOTE OF THE FACT, DAY and HOUR OF YOUR RAILROAD MEETING, THEN HAND THIS TO SOME ONE ELSE FOR THEIR INFORMATION and GUIDANCE.

